



MOTOR POOL MESSENGER

The Military Transport Association
Of North Jersey

August 2015 Website: WWW.MTAOFNJ.ORG Editor: David Steinert

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On The Cover-The sunken wartime relics resting on the bottom of Truk Lagoon, situated in the central Pacific Ocean, constitute arguably the world's most impressive collection of shipwrecks. When the US Navy launched its massive assault – Operation Hailstone – against the Japanese fleet at anchor there on the night of February 17-18 1944, 50 vessels and 270 aircraft found their way to the ocean floor. But that wasn't all. Dozens of vehicles, from tanks and jeeps to steam locomotives, that had been stored in the holds of giant cargo ships, sank to the depths of Truk Lagoon, where their eerie carcasses remain to this day.

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THE NEXT MTA MEETING WILL BE HELD ON SATURDAY, AUGUST 8TH 2015 AT 12:00PM AT SVEN JOHNSON'S IN GREEN TOWNSHIP, NJ (SEE PAGE 5 FOR DETAILS & DIRECTIONS).

Military Transport Association

Meeting Minutes for Saturday, July 11th 2015

This month's meeting was conducted on the Lyons VA Hospital grounds during their annual Triumph Car Show event. The abbreviated meeting was called to order by President **Randy Emr** at 12:35 p.m. A Pledge of Allegiance and Moment of Silence was led by Randy Emr.

Prior minutes were approved!

Parades / Events: Members are reminded to check the MTA Events Website for upcoming events. They are also

encouraged to contact the Events Coordinator **Pete Schindo** to add any upcoming events that are of interest to our club members. There are several upcoming events that will be posted in the near future, so check the club's event calendar.

Treasure's Report: The following Treasurer's Report was supplied by **Dennis Vecchiarelli** and the figures are listed below:

Military Transport Association, Inc.

Summary of Funds Activity

For the Month Ending June 30, 2015

	Swap Meet	Operating
Beginning balance from last month	\$ 58,132.98	\$ (5,589.17)
Income	-	1,415.11
Expenditures	(109.19)	(1,057.91)
Closing balance	<u>\$ 58,023.79</u>	<u>\$ (5,231.97)</u>



Newsletter Report: Editor **Dave Steinert** thanked **Gary Schultz**, who contributed an article to last month's newsletter.

Randy Emr thanked Dave for his continuing efforts in preparing and mailing the club's newsletter out to our members every month. The club wishes to thank Dave for his continued efforts on producing an outstanding newsletter.



Membership: Membership Coordinator **Fred Schlesinger** and President Emr discussed various options including amendments to the clubs by-laws to deal with the issue of members who are late in paying their yearly dues. A cut-off date of February 1st and cancellation of the newsletter was discussed, as well as a \$10.00 late fee for members who do not pay their dues in a timely manner. This topic will be discussed further and hopefully resolved at future meetings.



Good of the Club: MTA Member **Sheila Zelaskowski** is back from her latest deployment to Kosovo and we all wish her the best and look forward to seeing her smiling face at future club functions. Thank you Sheila for your service to our country!!

A new member of the club was welcomed aboard by those in attendance. His name is **Andy Sternick** and he is a navy veteran. Welcome to our club Andy!

Randy concluded the meeting at 1:10p.m.



Respectively submitted
by
Dennis Vecchiarelli

Saturday, August 29th 2015

WHEELERS FOR NJ THE WOUNDED

HELD IN CONJUNCTION
WITH NJJC

HAMBURG, NJ

Wheelers for the Wounded NJ provides a day of offroading and a hot meal to US Military veterans and their families from all conflicts free of charge. This is our 7th annual event in NJ. WFTW takes place thru local chapters in about a dozen other states. This is a free event by folks who want to say thank you for your service, a day of outdoor fun and camaraderie. For more information and for online sign ups please see our web site
<http://wheelersforthewoundednj.org/>
 This event is held on private property and as such the exact location will be emailed to registered participants one week prior to event. This is per landowner and OFSEC. We are always in need of help, volunteers and drivers see online registration. Sponsors please email donations@wheelersforthewoundednj.org
 Location: WFTWNJ Event, Rt. 94, Hamburg, NJ

COLLECTOR'S O R N E

Six Degrees of a Messerschmitt

Stories and Pictures by George Wagner

Not too long ago, I picked up a lever or handle at a swap meet from Harold Ratzburg ("the Ole Geezer"). *I don't know what it is, but previous owner says it is from a Messerschmitt*, Harold says. Well, I am into aircraft, WWII in particular, since I was a child. This is an interesting piece, the price is right, so I bought it...the item that is, but it's the story that needs to be researched further.



Probably Messerschmitt's single most important design was the Messerschmitt Bf 109, designed in 1934 with the collaboration of Walter Rethel. The Bf 109 became the most important fighter in the Luftwaffe as Germany rearmed prior to World War II. To this day, it remains one of the most-produced war planes in history, with some 34,000 built.

There is little to go on with a cursory physical examination of the part. Close examination of the surfaces have revealed no maker's marks. I began by going onto 'The Internet' (WWW) and I contacted several dealers on EBay and Aircraft Parts Suppliers of German Aircraft. I received several responses, but the 'best' one was (paraphrasing)...*"It's not an aircraft part, the builders would not waste the time spinning wood handles like that, and most knobs were either Bakelite, or simple steel shapes"*.

Well, there is a certain amount of money you have to spend when digging for facts. I, in fact, am the proud owner of a Bf 109 Aircraft Parts Books Set, on DVD, thankfully. I have gone through the entire document set, but nothing appears like this lever. Okay, it's not an airplane part, what's next? Is it from a Messerschmitt Kabinenroller, a KR175, Micro-car part then? More research on the WWW again. Nope, all the exploded parts diagrams DO NOT depict this sort of lever. Thankfully ALL of these car parts manuals are freely available on the Internet.

Gosh, if you Google for 'wood steel lever' there is so much imagery depicted, of which, THIS is not, it actually blurs the vision...*much like trying to thread a needle after drinking a 6-pack of beer*. Anyways, my search for the identity of this part is placed on the back burner to simmer.

Many weeks pass, when one day, while looking for replacement lawn mower parts on EBay, I accidentally came across "Engage Handle". Interesting, by typing in "Wood Engage Handle" of an EBay search, it produced likely "storm door" knob and lever handles. *THAT is what this is, a door lever!* Well, it's not Hitler's toilet, maybe the handle to the door of his Bunker?



Not wanting to give up on this part being associated with the famous WWII German aircraft, I then began to look into Willy Messerschmitt's life history; where he was born, where he lived, and where he died.

Wilhelm Emil Messerschmitt was born on June 26, 1898 and died on September 15, 1978. Willy was a German aircraft designer and manufacturer. He was born in Frankfurt am Main, the son of Baptist Ferdinand Messerschmitt (1858–1916) and his second wife, Anna Maria née Schaller (1867–1942).

Willy's factory is in Augsburg-Haunstetten, AKA Haunstetten-Siebenbrunn, and is one of the seventeen Planungsräume of Augsburg, Bavaria, Germany. It is the largest of the seventeen Planungsräume with an area of 12.58 miles. It is one of the most heavily populated subdivisions of Augsburg, with over 25,000 inhabitants.



Referencing the Website of Augsburg Tourism, it highlights the many points of interest in the area. Many beautiful buildings and landscapes are depicted; all signs of WWII bombing damage are gone. What would a proper tourism site present, right? Willy's home, pictured, as it appears today, was painted differently during the war. Muted Earth tones were employed, as was the fashion during the war years. This trend was because of costs, and the

availability of materials. The effects did lessen the apparent reflected light, which made the structures less attractive targets for Allied aerial bombing.

This was fairly effective, as the factory was the more desirable target for Allied bombers. But of course, the home of the famous Willy Messerschmitt would not be immune to the plundering Allied ground combat troops, right? Perhaps this is where it came from? *Naaah.* I wasn't satisfied with that story pitch, I mean, what are the chances of THIS handle coming from Willy's house?

Further research reveals that following World War II, Messerschmitt was tried by a denazification court for using slave labor, and in 1948 was convicted of collaborating with the Nazi regime. After two years in prison, he was released and resumed his position as head of his company. Since Germany was forbidden to manufacture aircraft until 1955, he turned his company to manufacturing prefabricated buildings, sewing machines, and small cars — most notably the Messerschmitt Micro-car, which I have previously mentioned.



Hummm...manufacturing of prefabricated buildings THAT might be IT! Willy Messerschmitt's company built many structures for a basically homeless Germany; as many cities were bombed into ruins. This is where the story meets the reality. It is not too much of a stretch to make the conjecture that this handle was made by the Messerschmitt division of "Vorgefertigte Gebäude Herstellung"...uh, maybe?

One of the takeaways of the search comes from the search itself. It helps to know what the thing you are looking for is called. Any successful EBay buyer can tell you that it is far easier to know the name of the item, to find what you are looking for. A really successful EBay seller can tell you that merchandise really sells fast when you have it properly listed, and the buyer can find it. How do you acquire this skill, you ask? You should have stayed in school and read all the stuff you were told to read. As my parents demanded, and I dutifully obeyed, for the most part, stayed in school and read. I read a lot to this day. (*I only wish I could remember all the stuff I read, though!*)

Well, that is my story, so far. I still have to get the metal shaft of the engagement handle X-Rayed for determining manufacturing technique. I have to hack a sample off the end and get it off to a metallurgy lab, to establish what type of steel is employed. Linking this new information, may help establish where it was made and who the likely manufacturer was...*after that...my wife tells me...I have to get a life!*

SVEN'S PICNIC SATURDAY AUGUST 8TH

"Time sure flies when you're having fun!...I can't believe it's August already and once again it's time for Sven Johnson's Annual Red Ball Express/MTA picnic. This year the picnic will be on **Saturday, August 8th**

For the last few years, this picnic has become the highlight of the summer for many members of these two military vehicle clubs. Because of the close proximity of the two MV clubs, many are active members of both organizations. Club members plan their vacations and mark their calendars to make sure they are available to attend this event. Members are encouraged to bring family, friends and military vehicles to the picnic.

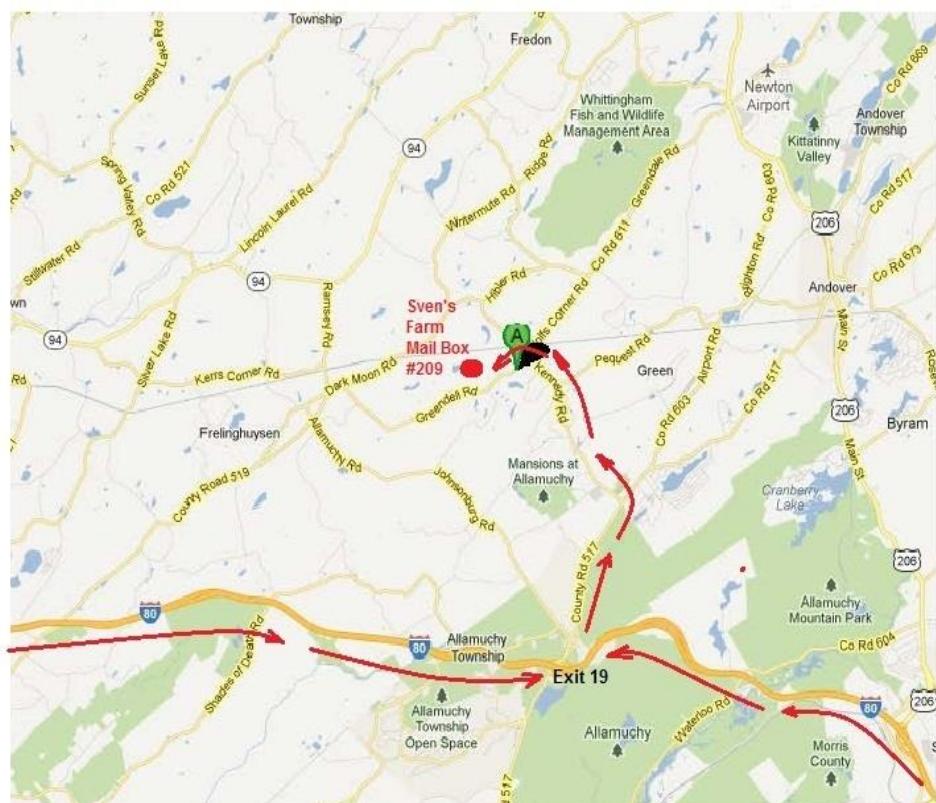
There are many aspects that make this event so unique from other club activities. **Sven Johnson** and his family host the picnic on their 160-acre tree farm in Green Township, New Jersey. The property has a variety of different terrains that provides a perfect opportunity for military vehicle enthusiasts to test their equipment at various stages of difficulty. For club members who want to take it easy on their antique vehicles there are acres of level fields that offer a nice off road but gentle ride that is easy on both the vehicle and passengers. For the more aggressive members who want to test their equipment on more strenuous terrain, there are old logging trails that lead into the wooded sections of the property. Some of these trails have become overgrown over the years and will not allow some of the larger vehicles an access without major scratches and damage to fenders and protruding equipment. On some of the trails you must transverse large rocks and fallen trees. These trails are a great test for the military jeep of any era. What's especially nice about this event is even club members without military vehicles can always hitch a ride with a member that does and still have a great time. Attendees to the event can have an opportunity to ride in a historic military vehicle in an environment it was designed for.

In my opinion, this event exemplifies what our hobby is all about. It offers an opportunity for those outside of our hobby to experience something that cannot be experienced at a parade, static display or military vehicle show. It gives us within the hobby an opportunity to share a day with the

tangibles that are so close to our hearts...family, friends and our military vehicles. The MTA sincerely thanks **Sven and Helga Johnson** for this opportunity. Like the commercial says...*Priceless!*



Brian Bancal and his WWII M8 Armored Car negotiate a hill



DIRECTIONS: From the north, east and south, take Route I-80 West towards Delaware Water Gap. Take Exit 19 onto Route 517 towards Andover. After a few miles turn left onto Route 611 (Kennedy Road). Follow Route 611 a few miles to Greendale. At Greendale, make a left onto Hamilton Road. Sven Johnson's is a mile or so on the right. There will be signs to follow. If you are coming from the west, also take Exit 19 on Route I-80

The U.S. Army Vehicles of the 1919 Transcontinental Motor Convoy-Part VIII

By David Steinert

In the last issue of MPM, the 1919 Transcontinental Motor Convoy was making its way across the state of Utah on its way to San Francisco and was making its way across the Nevada border.



The convoy was five days behind their schedule as they approached the hair-raising bends and grades of Schellbourne Pass through Nevada's Schell Creek Mountain Range. There were vertical, unprotected drops that fell hundreds of feet beneath the convoy's wheels. Amazingly they made the crossing without any accidents.

Despite the road being so bad in Nevada, they mad the seventy-five mile track to the town of Ely in eight hours. Nevada did not have the population to support any type of road construction or improvement program. Most of the population was interested in one thing and that was the mining of silver and gold. Half of the population was not even naturalized Americans, they were Mexicans or Japanese that worked on railroad crews. This desert state was also devoid of roadbuilding materials and large stretches of construction ran through waterless terrain. The first road construction program was planned in 1918 with a staff of precisely thirteen people.

So by 1919, at least half of the proposed road system hadn't been surveyed, let alone built. So, the Lincoln Highway through Nevada was nothing but a rutted dirt trail.

With the publicity of the approaching Transcontinental Motor Convoy, the dusty little copper town of Ely had worked to make it ready for the army. They built a nice area for a camping and laid in a water supply and built showers. The convoy used the area and took the time to replace wrecked tires and giving the trucks an oil change. The men welcomed the ability to take showers.

The Lincoln Highway through Nevada today is U.S. 50, also known as "the Loneliest Road in America." In the 250 miles between Ely and Fallon, there are only two settlements. These two, Eureka and Austin, have barely a thousand people between them.

The convoy left Ely six-thirty in the morning. From Ely they crossed Robison Summit, then Little Antelope Summit in the White Pine Mountains. Even today there are speed restrictions posted on this part of the highway. They made their way down to the sand flats of Long Valley, where giant dust devils danced between the vehicles of the motorcade.

The trucks crossed the valley floors in dust-filled ruts that were twelve, sometimes eighteen inches deep. The convoy was hoping to make it to Eureka, but after fifteen hours on the road, the snaking rise and fall of Pinto Pass through the Diamond Range was too perilous to tackle after

nightfall. They stopped seven miles short of Eureka at a remnant of a mining camp at Pinto Pass.

The next morning they headed to Eureka and stopped for a half-hour before continuing. The convoy had made it this far without the Militor, which was supposed to have caught up to them by now by rail. But unfortunately, it was still stuck in the garage in Salt Lake City for repairs. The revised plan was for the Militor to meet the convoy at Carson City.

The schedule had them taking one day to travel the seventy miles from Eureka to Austin, but it was impossible. Gas lines were clogging, springs were breaking, magnetos and carburetors were choked. The trucks needed work and the men needed rest.

Also, they had to climb up and over two mountain ranges to make the thirty-five miles to Austin. The next day they successfully did this by climbing up each summit at four miles an hour. They lost another vehicle here, when one of the kitchen trailers rolled over on a steep grade and was destroyed beyond repair.



Sheridan's Ranch on the Utah-Nevada Border

After a brief stop in Austin, the convoy continued as the highway diverted southwest through the Desatoya Mountains. The route crosses Railroad Pass, so called because it was surveyed for the Central Pacific before they decided to follow the Humboldt instead; it drops through a plain of shimmering salt flats, than climbs to an altitude of 7,452 feet over Carroll Summit. Even today this is a rough piece of roadway.

The next afternoon the convoy crossed the Fallon Sink, a place as desolate and dreadful as the Great Salt Lake Desert itself. Drifting sand is common here creating giant dunes that can bury large items quickly if they are not moving.

They arrived in the town of Fallon late in the afternoon. The town made a great effort to welcome the army men, by putting seventeen hundred pounds of watermelon and cantaloupe on ice for them. It was a very refreshing treat for the dry throats of the men after crossing the Fallon Sink.

The next day, it took them twenty hours to travel the sixty-six miles to Carson City. Although not as desolate as the salt flats, the desert southwest of Fallon heading for Carson

City is still ferociously harsh. The road conditions were horrible, sometimes having to chain five or more trucks together at a time, and then push them by hand through unstable sand holes each time the towline floundered. Trucks sank above their axles, they had no choice but to drive on, sink, dig out, push, pull, strain, curse, drive on and sink again; it took them eleven hours just to go twelve miles west of Fallon.

The front of the convoy finally reached Carson City at eleven o'clock that night. Most of the rest of the convoy got there around two-thirty in the morning. As they arrived in the city, the citizens had tables of food and refreshments for the men. Bands played beneath flowing flags and banners with thousands of electric lights strung along the streets leading the convoy to an area where the men could eat, drink and sleep comfortably.

The next day was a rest day, a time for the men to relax and check all the equipment and make any quick repairs. The next day they would be heading into the steep, twisting roads through the Sierra Mountains into California. The Militor hadn't rejoined them yet; it was still stuck in the coils of a strike-addled railroad system. They still had the tractor, which was sent ahead to be available for any emergency that might encroach on the approaching convoy as they entered the home stretch of their marathon trip across America.

(The story of the 1919 Transcontinental Motor Convoy continues in the next issue of Motor Pool Messenger...and find out what the hell a Militor is!)

CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at dsteinert@optonline.net or call 973-347-9091.

FOR FREE-CAR TOP CARRIER FOR VW BEETLE---
Purchased in 1960 in Germany. Needs just a little work. Must be picked up from my house in Parsippany. Please respond via Email, cause I do not hear so well on the telephone-Harold Ratzburg at cplrutz@aol.com

FOR SALE: FOUR GOOD CONDITION / TRAILER TIRES MOUNTED (PAINT PEELING) / ST205X75R5 GOODYEAR MARATHON RADIALS / RATED LOAD C. Rims have 5 hole pattern w/ 4-1/2 center. ASKING \$80. CAN BRING TO A MEETING OR GILBERT SHOW. TOM MCHUGH **908-852-1964** TMMCHUGH@MSN.COM (5/15)

For Sale-WWII French rebuilt Dodge engine complete in crate. Engine will not turn over by hand. \$1000, call Rand at (973)-334-1103. (3/15)

For Sale-I am selling my 3/4 ton trailer, no racks or bows \$650, Call Randy 973-219-4499. (3/15)

For Sale-M37 Deep Water Fording Kit NOS (still in wooden crate) \$350. Call Bill @ 315-689-9880 NY (9/14)

For Sale- PA- Siren-Horn. Federal Signal PA-300 complete with high power 200-watt dual-horn speaker, microphone, and manual. Siren has wail, yelp, and hi-lo settings. Runs on 24 volts. This goes

for \$250-\$300 on eBay. Yours for only \$125. Dave Ahl, swapmeetdave@aol.com, 973-285-0716.

For Sale-M35A2, a great running w/camo paint Deuce. Has heater Jatonka fuel 7 oil filters, straight tailgate, new vinyl cab soft top. Has air shift front axle. Asking \$5500 or best offer. Call Vinny, cell:973-476-9544, home:973-635-2404. (10/13)

For Sale- M38 parts- I have one windshield in good condition with cracked glass \$100. Pair of original fenders, take off, good condition, easy repairs, \$50 for the pair. Tool box lid, good condition \$20. I also have a grill and air cleaner but I believe they are from a CJ3A. Call Mark Burghardt at 973-906-1069 or email for pics: markkb@optonline.net (8/13)

For Sale-Assortment of M-35 and M-135/211 parts. Please email your requests to aitucophc@comcast.net

For Sale- 1959 M-100 trailer with a clean N.J. title, no rust, with extra set of wheels. Someone cut a small door into the back panel that doesn't take away from it. Otherwise in nice cond. that looks good. It comes with two military generators (years unknown) also a bow and both brackets for a M-38 jeep canvas top in it. \$700. for all, located in central N.J. Call Phil Galvano 732-539-4919

For Sale-Parting out a M37, have both body & engine parts. I also have MB, GPW and CJ Jeep parts, plus some wheels for a CJ. Call Tom Weaver at (973)-627-9448.

For Sale-Mil Spec primers and paints, OD and Camo. WWII Jeep frames, front, rears, transmissions, PTOs, GI grease and oils. Call Paul Wadeson at (607)-637-2275.

For Sale-2-1/2 ton Vietnam era troop seats, multi fuel, bows & winch. Runs great, needs a little cab work, \$3500. Ben Hale Trailer - 1 ton with bows, lightly rusted, \$300. 1968 M725 Ambulance - very nice shape - everything is there. Rear gas heater, fresh paint, European tires, \$3,500. M37 parts, complete truck, part out with winch. Halftrack parts - call for your needs hood, doors, radiators, rims, winch, lights, cab parts, armor, electrical etc. Call Dave @917-567-6419, NY

For Sale-1952 M37 for parts, no engine, 1951 M37 in mint shape, heat, winch, troop seats, 1968 M725 Jeep ambulance in great shape, 1-ton trailer with bows, 2.5-ton w/winches, multi-fuel, troop seats, runs great, needs sheet metal work. I'm looking for halftrack parts, T16 carrier parts, 105 MM Howitzer. I will buy train wrecks for cash!! , or trade call me Dave at 1-917-567-6419.

For Sale-I have just received some of the adjustable legs for the rear of the M-101, 3/4-ton trailers. These are new in the box (NOS), CARC color, \$40 each plus shipping. I'm in Zip 21071 (Maryland). E-mail at glenigar@verizon.net, if interested. Tim Clark.

For Sale: Looking for a military vehicle? From projects to ground-up Restorations and everything in between! Check out: WWW.USMILITARYVEHICLES.COM

Wanted- 5 rims, from '67 to '69 - M715 - Jeep Gladiator or International 5/4 Ton Truck, I understand these rims have the following features; 16" x 6.5", with 6 - 5/8" lugs on a 7.25" Bolt Circle. They have a 5.5" Center Hole for the Hub Locks, and typically have a 6.5" offset. Call Robert 201-226-9289, SaddleBook, NJ. (8/15)

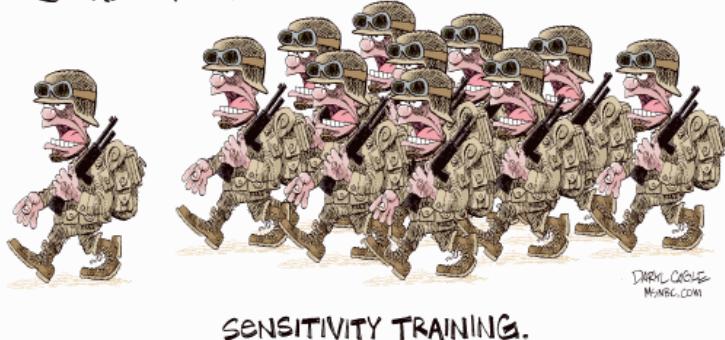
Wanted: Early MB parts- I am looking for a pair of MB, 8 leaf front leaf springs, windshield frame, rear seat, small mouth gas tank, solid disk wheels. Call Mark Burghardt at 973-906-1069 or email: markkb@optonline.net (8/13)

Wanted-For M725 drivers compartment pull out style heater control cables, knobs are marked "heat, defrost and fresh air". Marc Ziegler (973) 263-1923.

**Military Transport Association
Of North Jersey**
P.O. Box 393
Budd Lake, NJ 07828

The next MTA monthly meeting
will be held on **Saturday, August 8th,**
12:00PM at Sven Johnson's,
See Page 5 for Directions!

I DUNNO BUT I'VE BEEN TOLD...
SHOOTIN' THINGS IS GETTIN' OLD...
KISS A BABY-HUG A TREE...
SHOW SOME HOSPITALITee...
SOUND OFF HUT HOO Hree HO..



MILITARY TRANSPORT ASSOCIATION INC.

A Chapter of the Military Vehicle Preservation Association

The Military Transport Association is dedicated to the education and preservation of historic to present military vehicles. Members enjoy restoring, displaying, and operating military vehicles of all types, from bicycles to tanks!

You do not have to own a military vehicle to be part of this exciting and active hobby, just a desire to do your part in helping keep our military history alive. All you need to join is a member in good standing to sign this form, fill out the rest and you are ready to start enjoying all the MTA has to offer!

If you are not already sponsored by a member in good standing, please check out our website and you are welcome to come to a meeting introduce yourself and start enjoying all we have to offer!

You may mail this form to the address below signed by a member in good standing.

Member in Good Standing _____

Membership # _____

Are you a member of MVPA Yes No

Membership # _____

Name _____

Address _____

City, State, Zip _____

Telephone (_____) _____

Email _____

Military vehicle(s) owned _____

Mail completed application with _____ annual dues to:

Check one Single Family

\$20 \$25

Military Transport Association Inc.

PO Box 393

Budd Lake, NJ 07828

www.mtaofnj.org

*Contributions, gifts or membership dues made or paid to the Military Transport Association Inc. are non-refundable or transferable and are "not" deductible as charitable contribution for federal tax purposes.